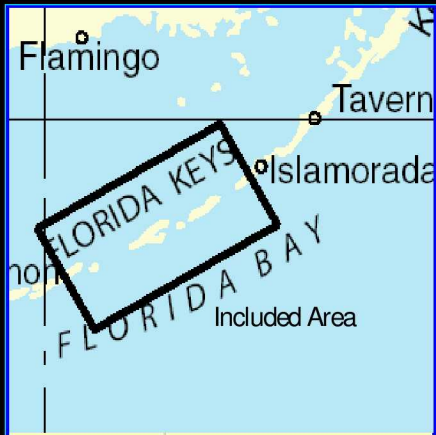


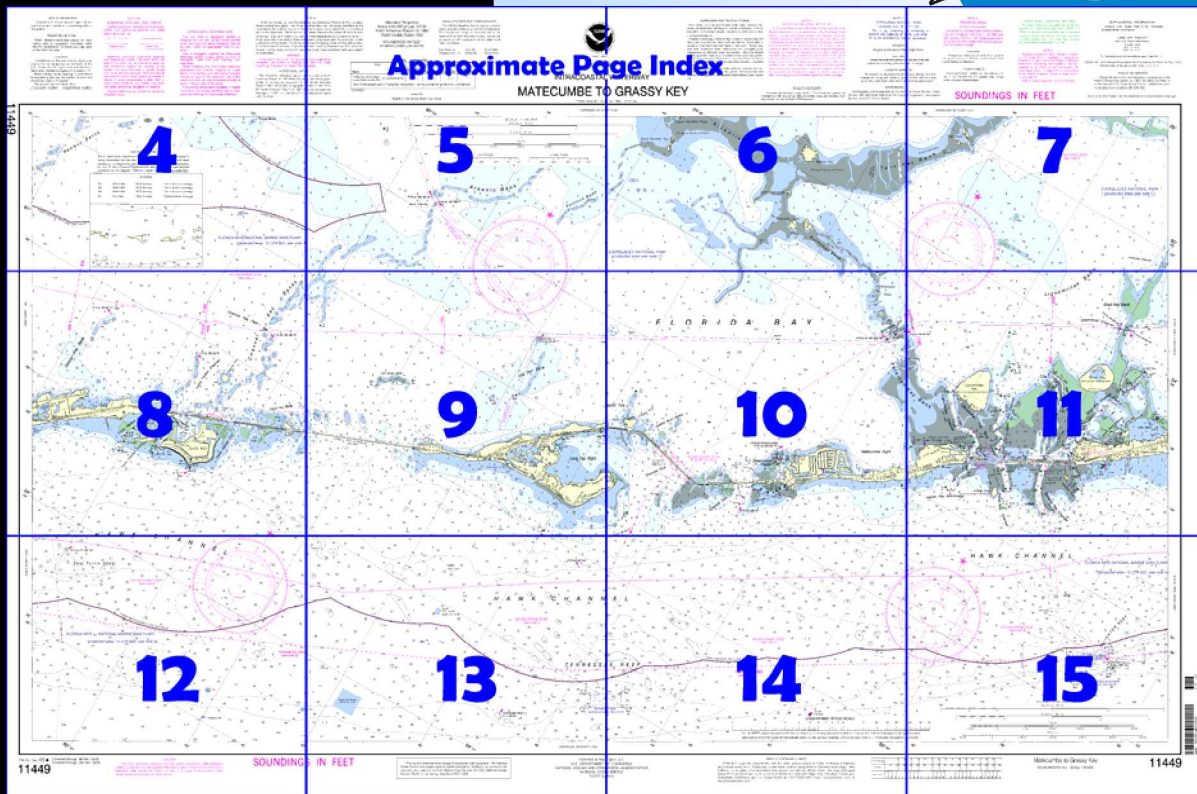
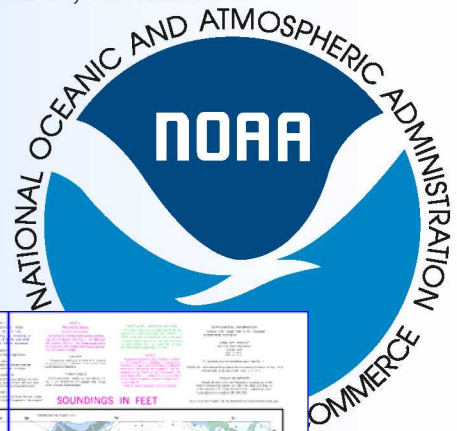
BookletChartTM

Intracoastal Waterway - Matecumbe to Grassy Key (NOAA Chart 11449)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

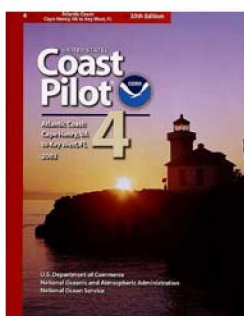
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 11 excerpts]

(68) **Indian Key Channel** is 200 yards wide and leads from the Straits of Florida east of **Lignumvitae Key** to Florida Bay. It is marked by daybeacons. The depth was 6 feet. The channel has a tendency to deepen with westerly winds and fill with southeasterly winds. The bridge has a clearance of 27 feet. (69) **Channel Five** is a channel that had a depth of 7 feet. A strong current sets through the channel. Vessels drawing up to three feet can follow the marked route to Cape Sable and

Flamingo.

(73) **Long Key Anchorage** has soft bottom in depths of 15 to 18 feet, but is exposed to southerly winds.

(75) **Turtle Shoal Anchorage** has a soft bottom in a depth of 27 feet. It is a fair anchorage in fine weather. **West Turtle Shoal** affords another anchorage in depths of 24 to 36 feet.

(76) A well-protected yacht basin and a marina are at **Duck Key**. A private light and private daybeacons mark the channel entrance. 10 feet could be carried to the yacht basin, thence 5 feet to the marina. Berths, electricity, gasoline, diesel fuel, and water are available. A launching ramp, ice, and marine supplies are also available.

(78) **Key Colony Beach** is a protected harbor west of **Fat Deer Key**. The depth was 9 feet in the entrance. The channel is marked by private daybeacons. Gasoline, diesel fuel, water, berthing with electricity, and a launching ramp are available.

(79) **Sister Creek** is a narrow passage between **Boot Key** and **Vaca Key**, and has several arms that provide refuge during heavy weather. Vessels tie to the mangroves. The entrance between **West Sister Rock** and **East Sister Rock** is marked by a light and daybeacons. Rocks awash extend into the channel from the east. The depth was 5 feet to Boot Key Harbor.

(80) **Knight Key Anchorage** is good but exposed to southwesterly winds. To make this anchorage, bring Sombrero Key Light astern on a **352°** course and anchor in 6 to 12 feet, sticky bottom, about 0.6 mile southward of Knight Key.

(81) **Boot Key Harbor** is entered southward of **Knight**. The entrance is marked by a light and daybeacons; the color of the banks is a guide for the entrance. Daybeacons mark the channel for 1.5 miles. The depth was 7 feet, but shoaling was reported along the southerly side. A bridge has a clearance of 24 feet.

(84) **Boot Key Harbor** is a secure refuge and has excellent small-craft facilities. Marinas in the western part of the harbor provide berthage with electricity, gasoline, diesel fuel, water, ice, launching ramps, marine supplies. There are fish wharves where fuel and services can be obtained.

(85) A channel through the shallow eastern part of Boot Key Harbor had a depth of 8 feet. The channel leads eastward from Daybeacon 20 to a marina where berthage with electricity, gasoline, diesel fuel, water, and ice, can be obtained.

[Coast Pilot 4, Chapter 12 excerpts]

(633) **Shell Key Channel** and **Race Channel** are used by small craft. These channels join to form **Teatable Key Channel** connecting the Intracoastal Waterway and Hawk Channel. Teatable Key Channel is crossed by bridges and an overhead pipeline with clearances of 10 feet. The depth was 8 feet from Hawk Channel to Florida Bay through Teatable Key Channel and Race Channel.

(634) There are marinas and repair facilities at the southwest end of Upper Matecumbe Key.

(636) **Lignumvitae Channel** forms a passage from the Intracoastal Waterway to Hawk Channel. Bridges have clearances 10 feet. Pilings that support cables restrict the channel. Berths with electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available at the northeast end of Lower Matecumbe Key.

(638) **Bowlegs Cut**. The controlling depth was 7 feet.

(639) **Matecumbe Harbor**. The entrance is marked by a light and the remainder of the channel is privately marked. The depth was 5 feet with deeper water inside. Gasoline, diesel fuel, water, ice, electricity, and marine supplies are available in the southern part of the harbor.

(640) **Channel Two**; the depth was 8 feet. The channel is crossed by two bridges with a clearance 11 feet. A daybeacon marks a submerged piling in midchannel.

(642) There is a marina on **Fiesta Key** where gasoline, water, ice, restaurant, motel, electricity, and marine supplies are available. The depth in the channel to the marina was 3 feet.

(643) There is a marina on Long Key where gasoline, water, ice, electricity, restaurant, motel, launching ramp, and marine supplies are available. Berthage is limited. The depth in the channel was 3 feet.

(644) At the west end of **Long Key**, berthage with electricity, gasoline, water, ice, a boat launching ramp, and marine supplies are available. At **Conch Keys**, the channel to the wharf had a depth of 3 feet. Gasoline, water, and other services are available.

Table of Selected Chart Notes

Corrected through NM Dec. 03/05
Corrected through LNM Nov. 29/05

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 24°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D PROHIBITED AREAS (Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C EVERGLADES NATIONAL PARK (protected area: 36 CFR 7.45)

The killing, collecting, or molesting of animals, the collecting of plants, and water-skiing are prohibited by Federal regulations.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, FL.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Key West, FL	WXJ-95	162.40 MHz
Teatable Key, FL	WWG-60	162.45 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.495" northward and 0.746" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intra-coastal Waterway are white or green on the left-hand and red on the right-hand side when proceeding southward.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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Covered wells may be marked by lighted or unlighted buoys.

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

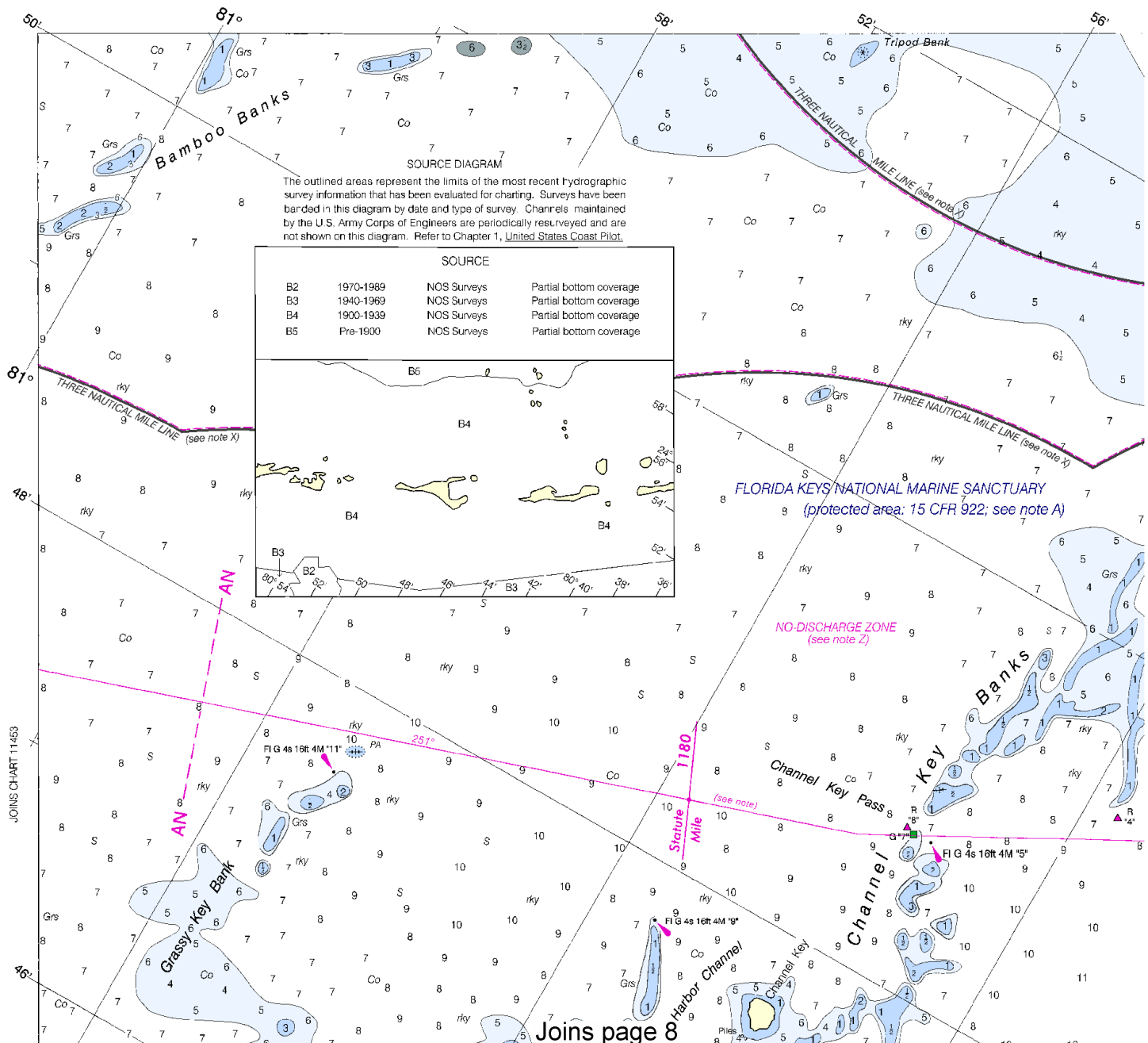
When following the Intracoastal Waterway southward from Norfolk, Virginia, to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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The horizontal reference datum of this chart is No American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred the North American Datum of '927 must be corrected average of 1.495" northward and 0.746" eastward to agree with this chart.



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



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Mercator Projection
Scale 1:40,000 at Lat. 24°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
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Key West, FL WJX-95 182.40 MHz
Teatable Key, FL WWG-60 182.45 MHz



FLORIDA

INTRACOASTAL WATERWAY

MATECUMBE TO GRASS

Formerly C&GS 851, 1st Ed., Apr. 1959 KAPP 324

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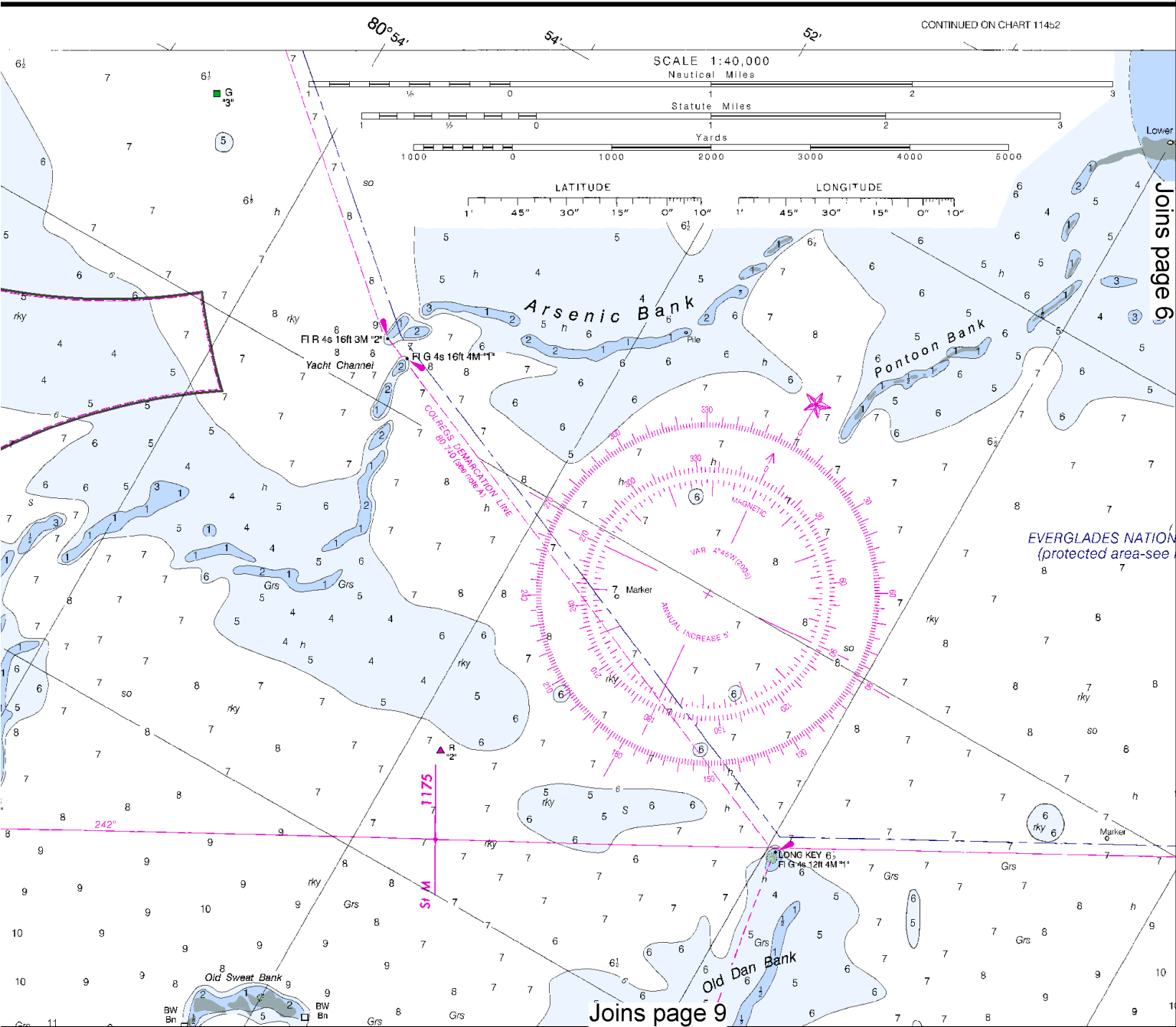
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TIDAL INFORMATION					
Place Name (LAT/LONG)		Height referred to datum of soundings (MLLW)			
		Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Indian Key Anchorage, Lower Matecumbe Key (24°52'N/80°42'W)		2.2	2.1	0.2	--

Note: In the eastern part of Florida Bay, the periodic tide has a mean range less than one-half foot.

(Oct 2005)

HEIGHTS
Heights in feet above Mean High Water.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



FLORIDA

INTRACOASTAL WATERWAY CUMBE TO GRASSY KEY

Formerly C&GS 851, 1st Ed., Apr. 1959 KAPP 324

HURRICANES AND TROPICAL STORMS

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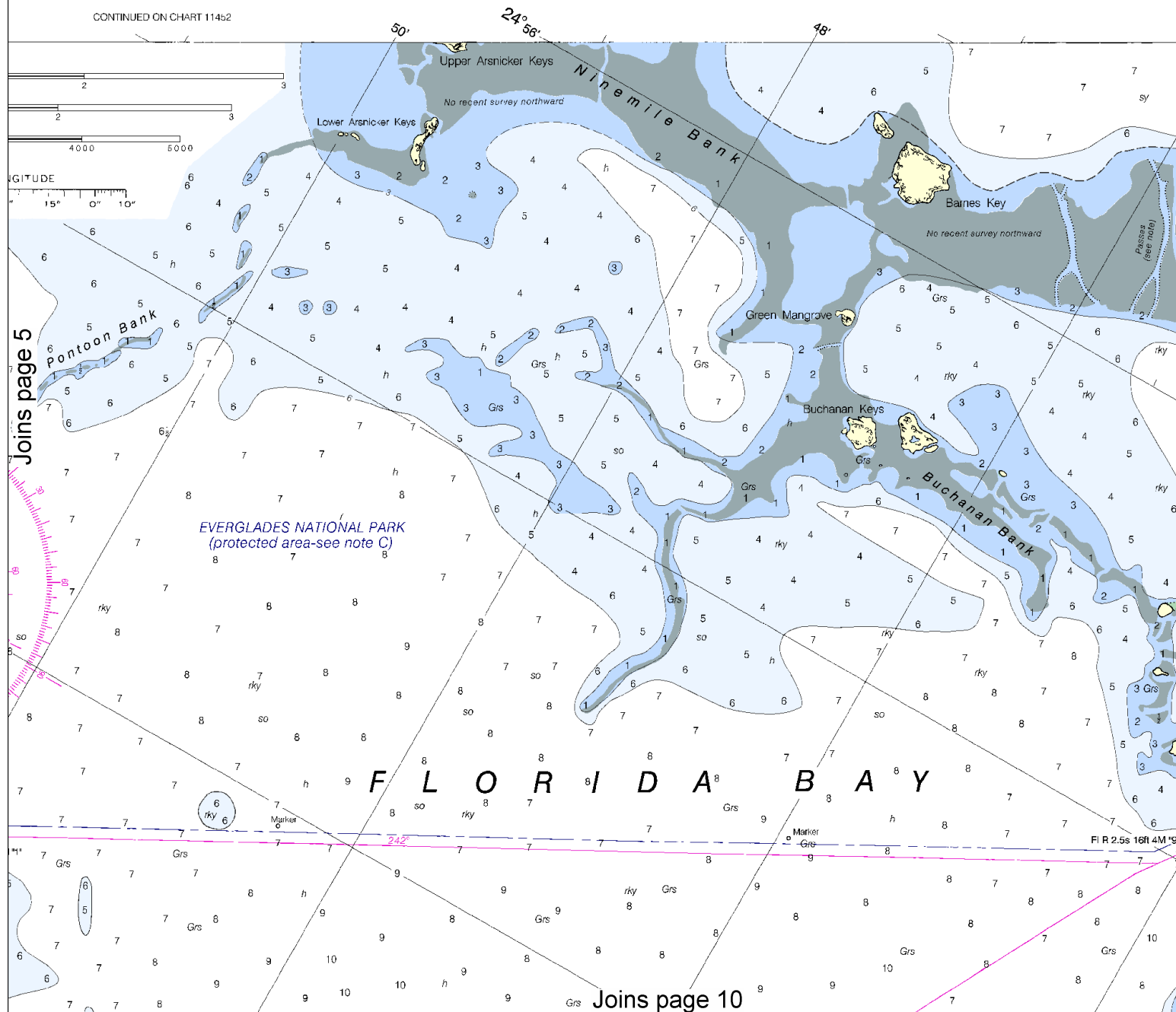
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SHOALS AND PASSES

Mariners are advised to use caution. The shoals and passes, as indicated by dark blue areas (■) and dotted lines, are obtained from reports and are not verified by field surveys.

Hydrography and top
Survey, with additional
Survey, and U.S. Coast



Joins page 5

Joins page 10

6

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NOTE C
EVERGLADES NATIONAL PARK
 (protected area: 36 CFR 7.45)
 killing, collecting, or molesting of
 s, the collecting of plants, and water-
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AUTHORITIES
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 1 data from the Corps of Engineers, Geological
 st Guard.

NOTE D
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 (Areas to be avoided)
 Under the Florida Keys National Marine Sanc-
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 than 50 meters in length.

CAUTION
 Temporary changes or defects in aids to
 navigation are not indicated on this chart. See
 Local Notice to Mariners.

POWER CABLES
 Overhead power caoles run parallel to U.S.
 No. 1 All clearances are greater than those
 of the charted fixed bridges.

PARTICULARLY SENSITIVE SEA AREA
 This chart falls entirely within the limits of a
 Particularly Sensitive Sea Area (PSSA). A
 PSSA is an environmentally sensitive area
 around which mariners should exercise
 extreme caution. See U.S. Coast Pilot: volumes
 for information regarding this area.

NOTE A
 Navigation regulations are published in Chapter
 2, U.S. Coast Pilot 4. Additions or revisions to
 Chapter 2 are published in the Notices to Mariners
 Information concerning the regulations may be
 obtained at the Office of the Commander, 7th
 Coast Guard District in Miami, FL, or at the Office
 of the District Engineer, Corps of Engineers in
 Jacksonville, FL.
 Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 4 for important
 supplemental information.

LONG KEY VIADUCT
 MULTIPLE ARCH (IF XED) BRIDGE
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 HOR. CL. 49 FT.
 VERT. CL. 23 FT.

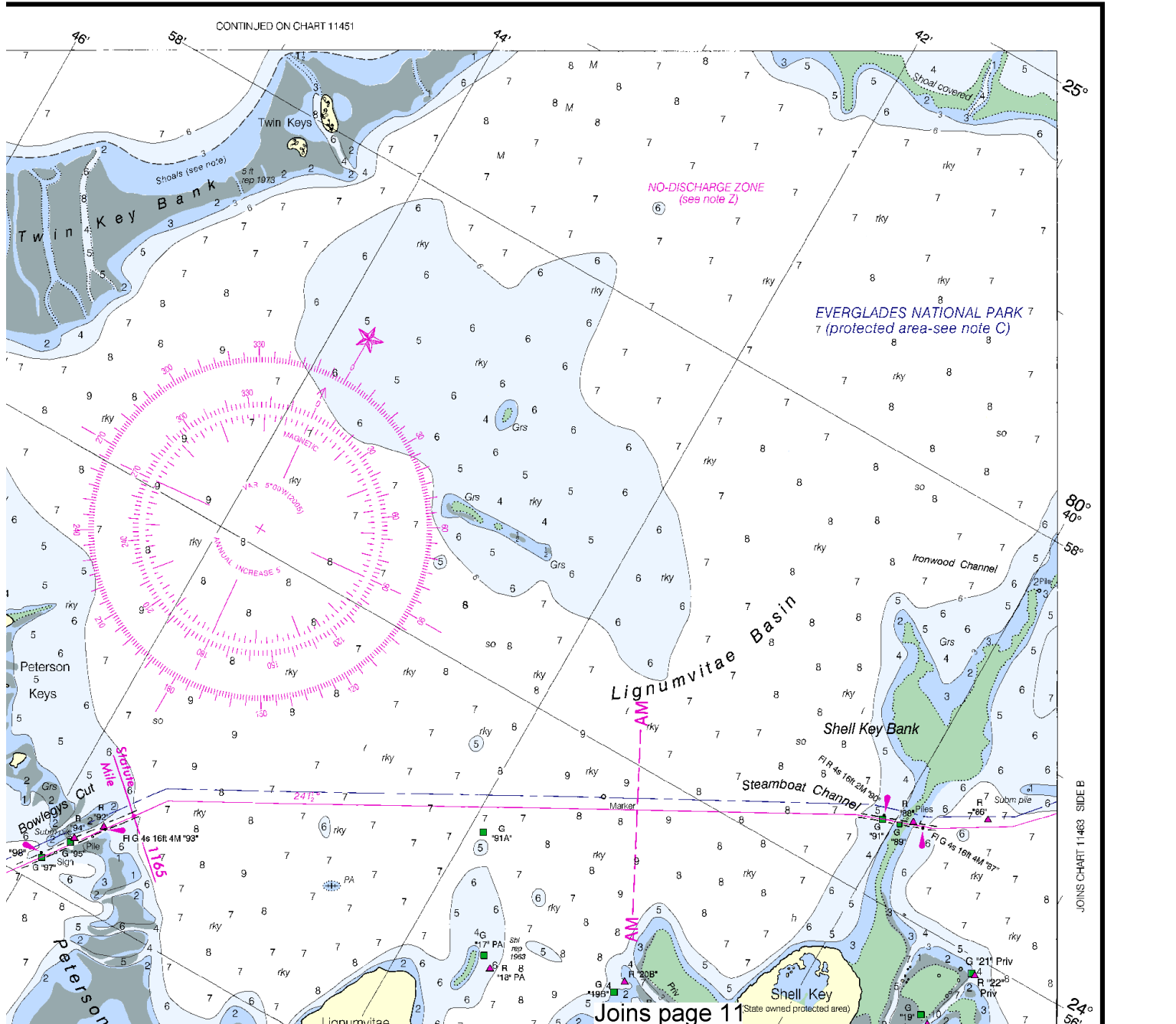
For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
 Demarcation lines are shown thus: ————

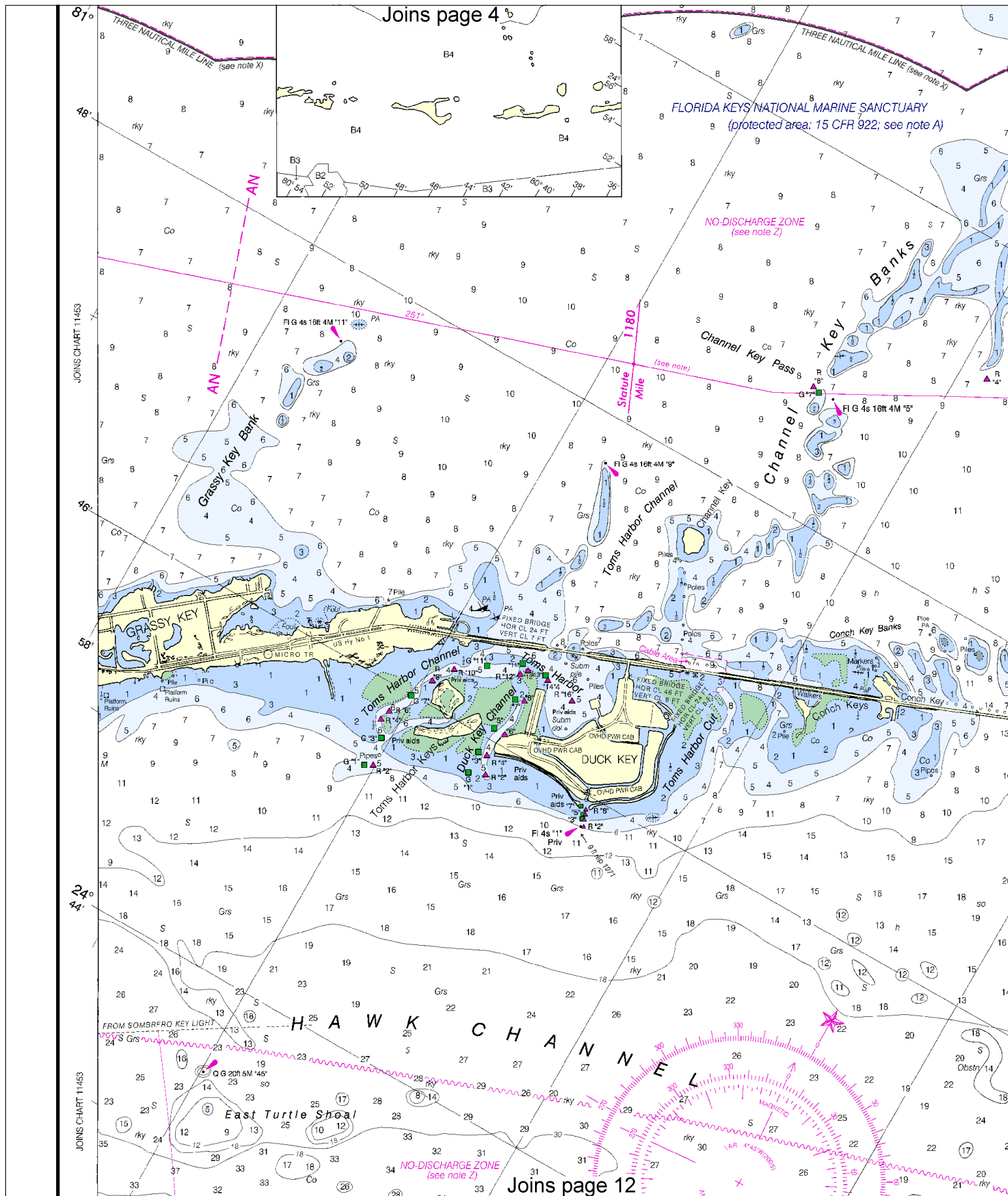
POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the
 National Response Center via 1-800-424-8802 (toll free), or
 to the nearest U.S. Coast Guard facility if telephone com-
 munication is impossible (33 CFR 153).

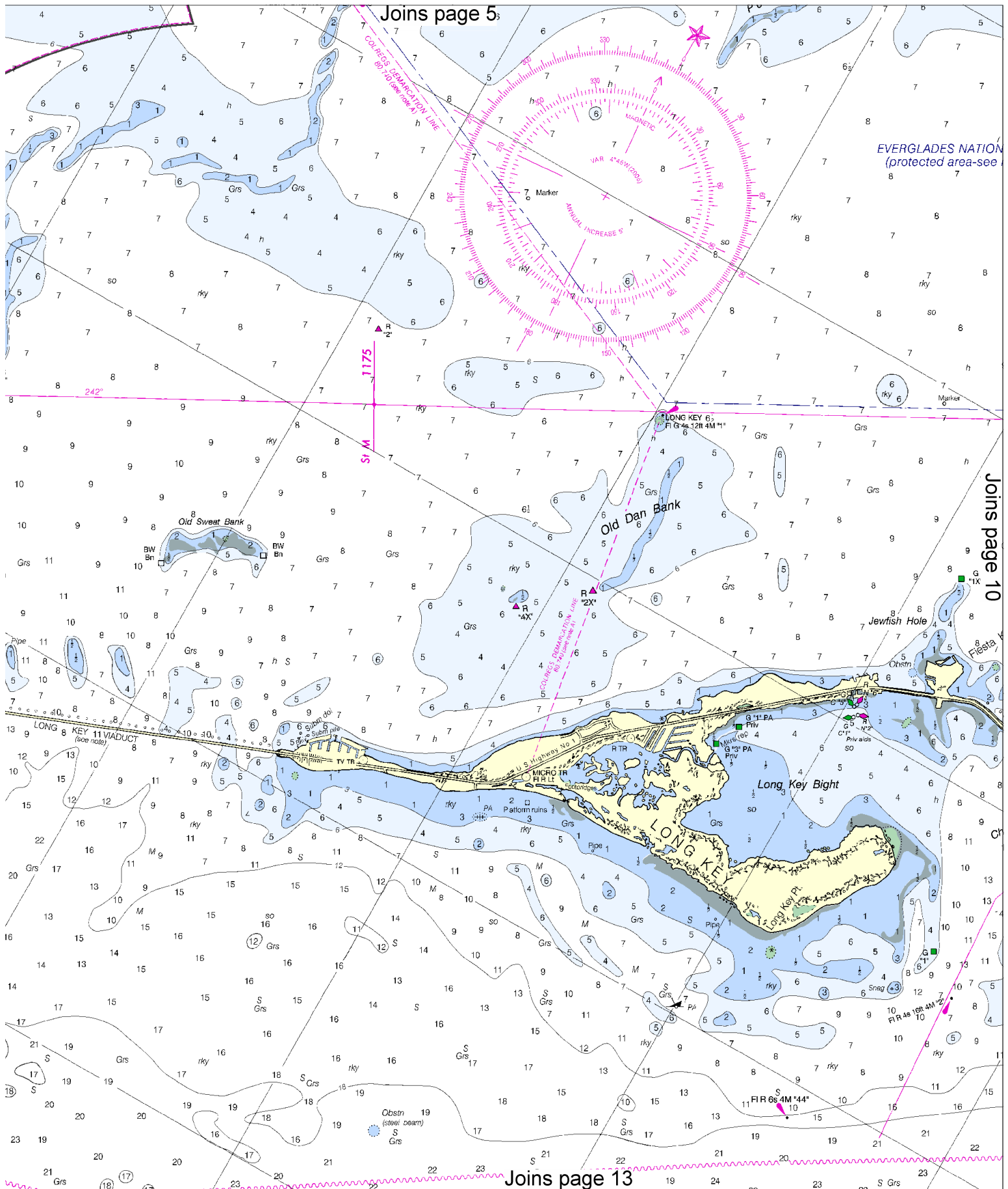
Additional information can be obtained at nauticalcharts.noaa.gov.

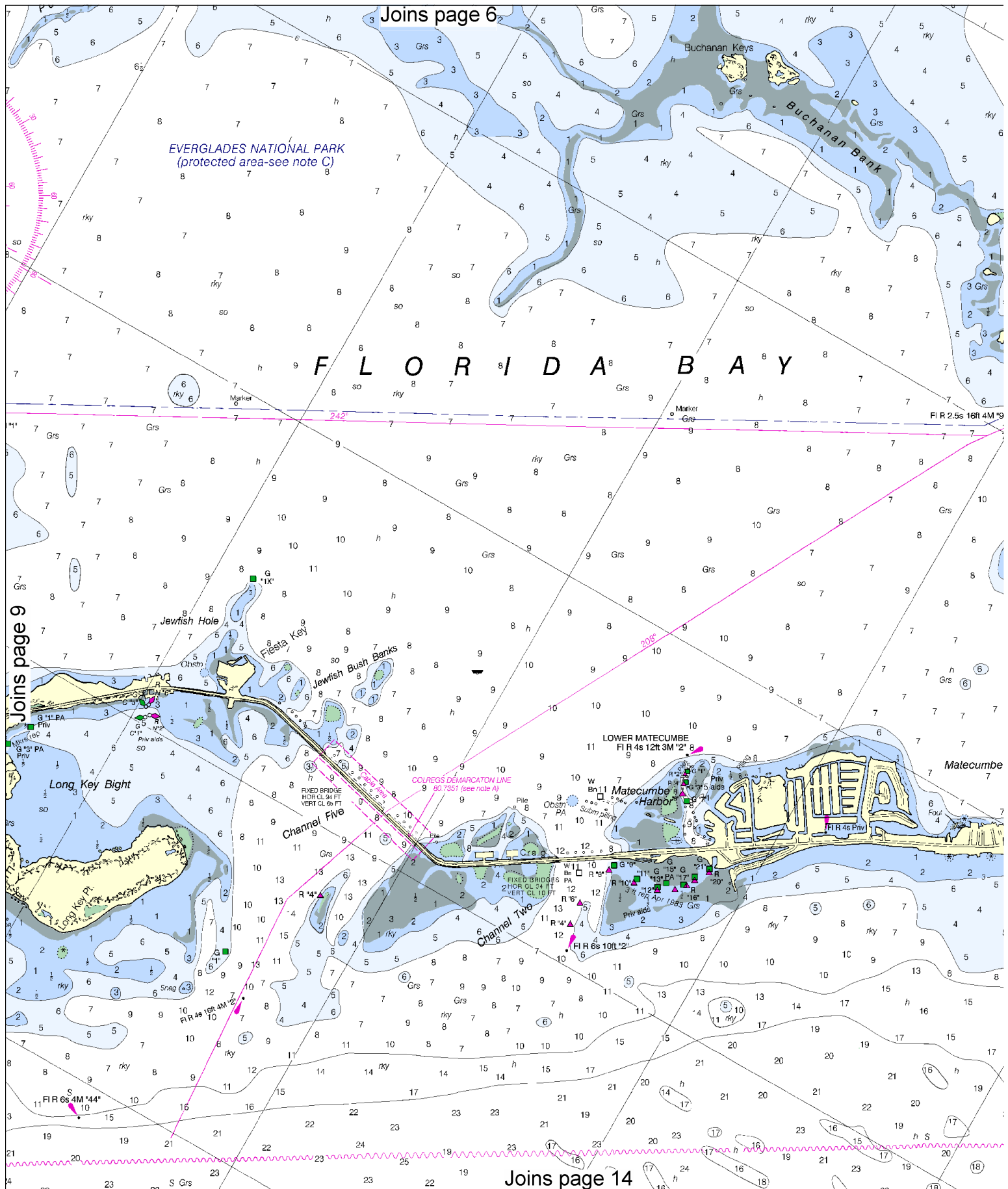
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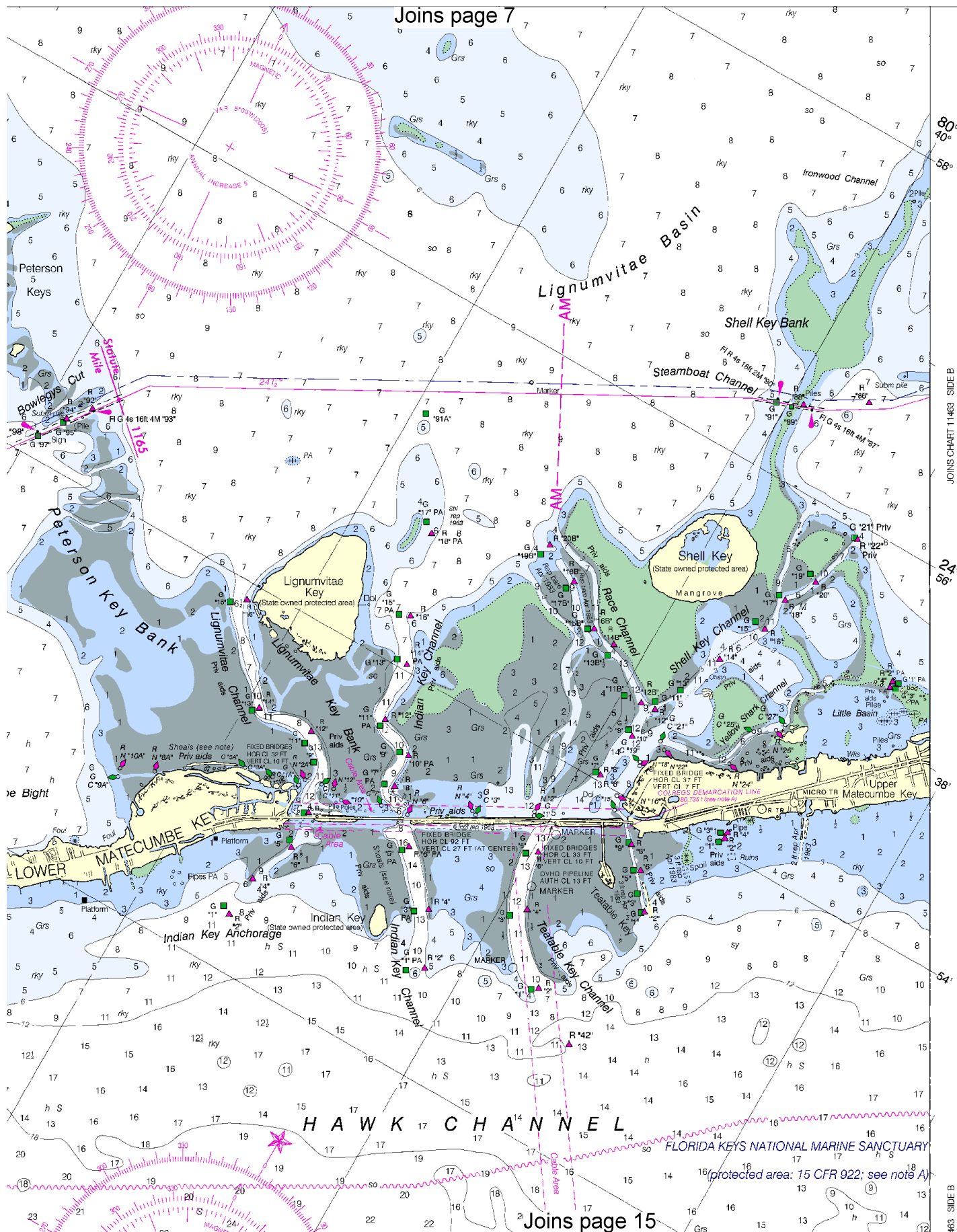
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .





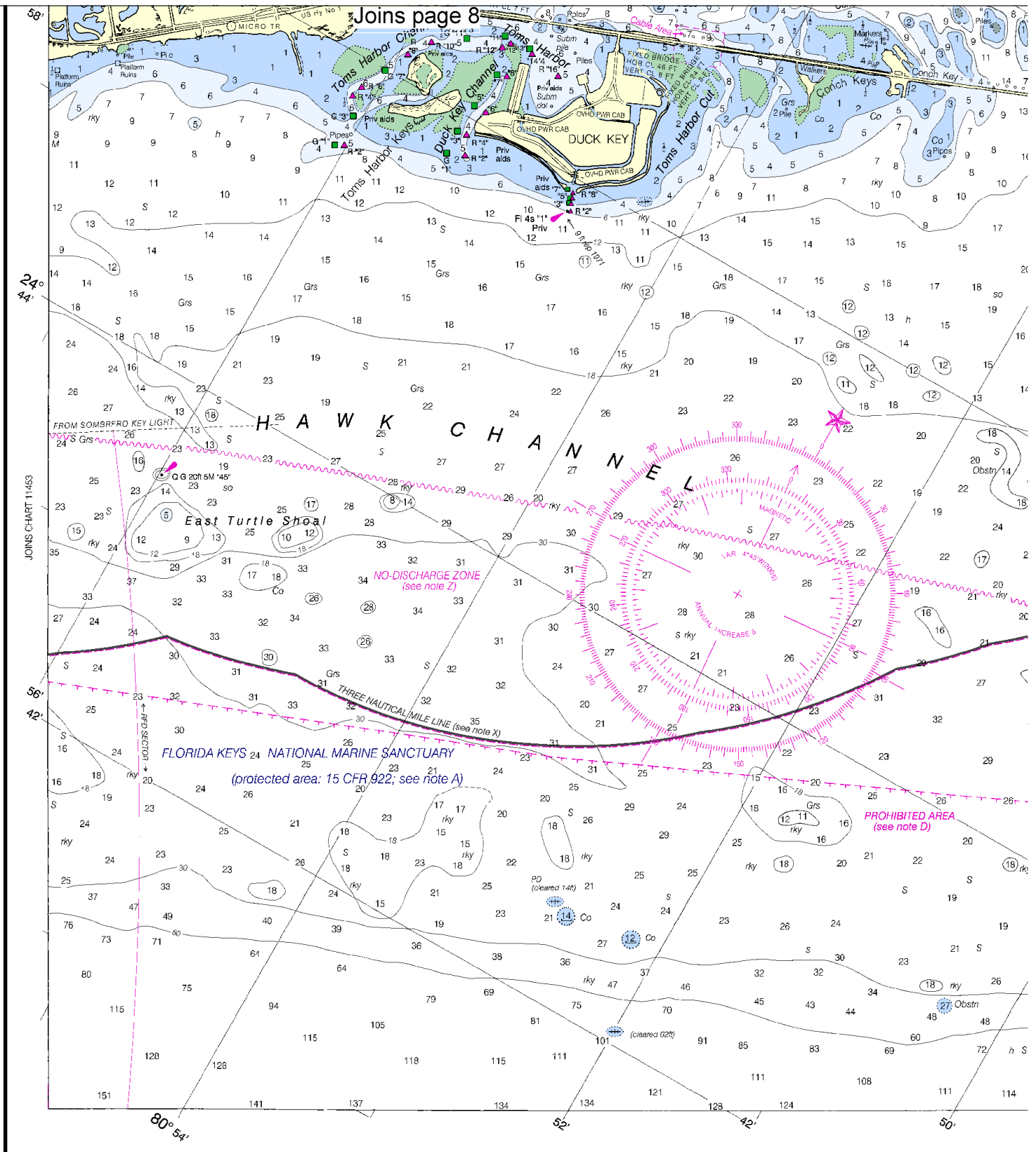


Joins page 7



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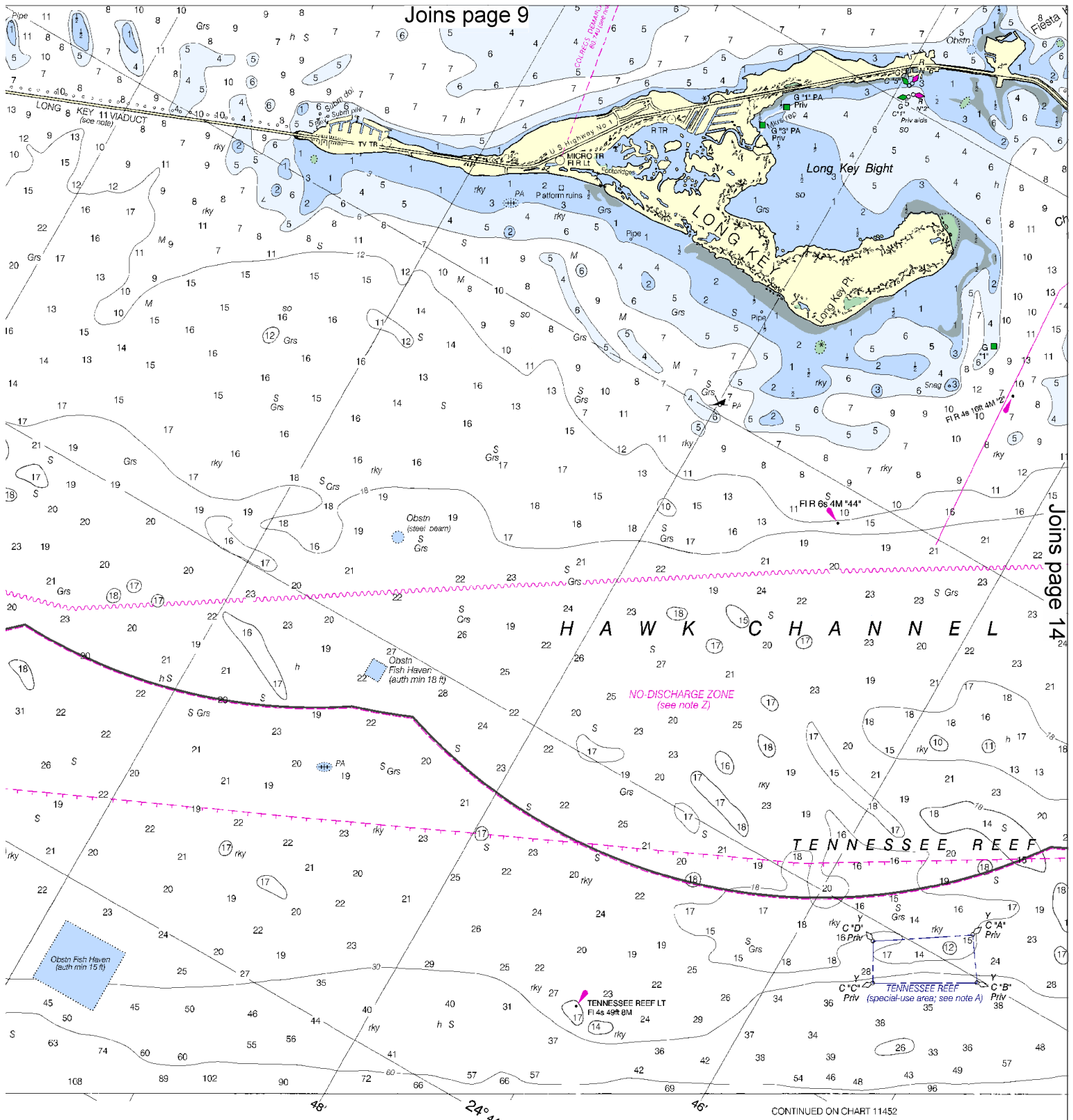
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 9

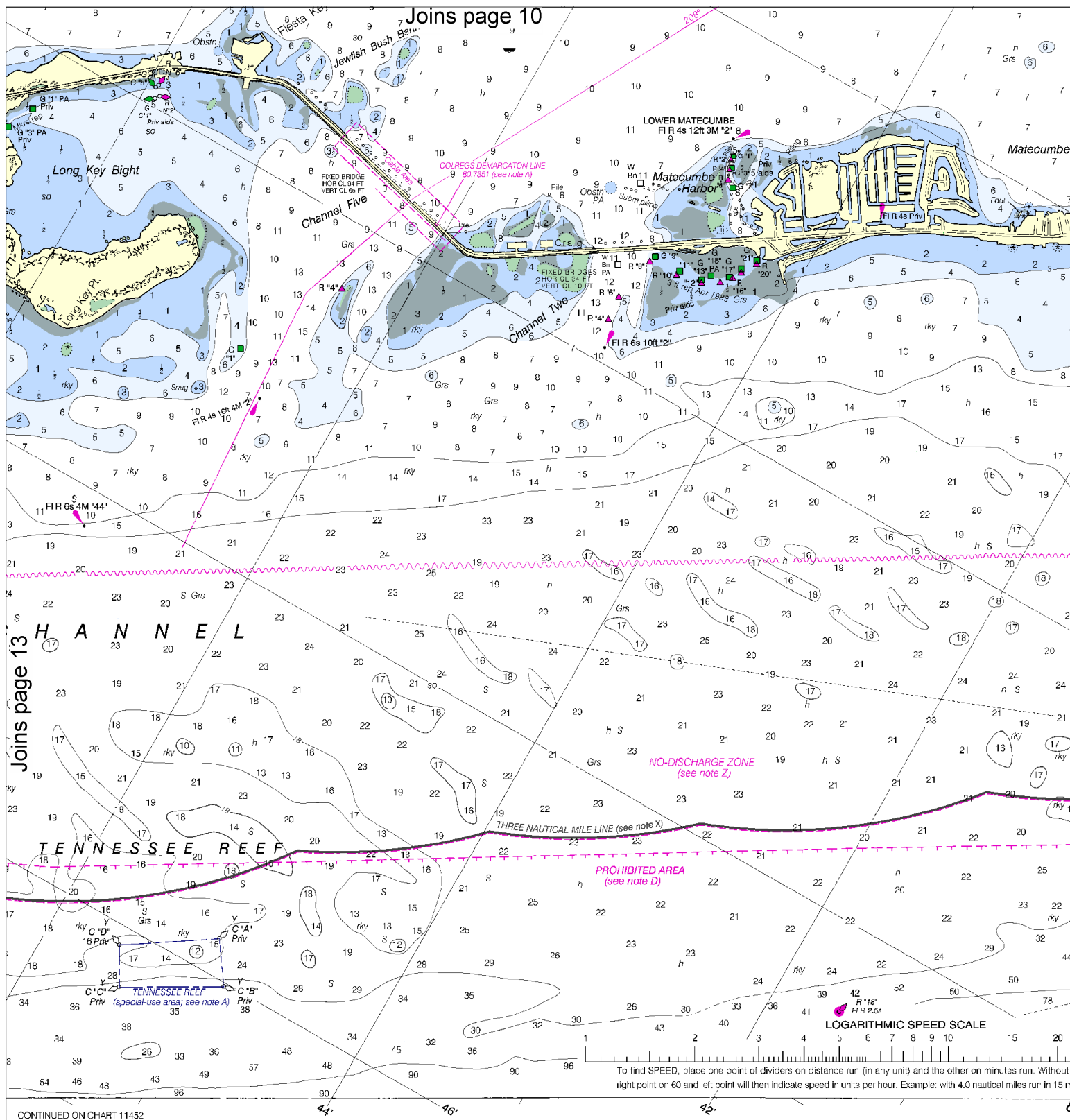


Joins page 14

1 FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
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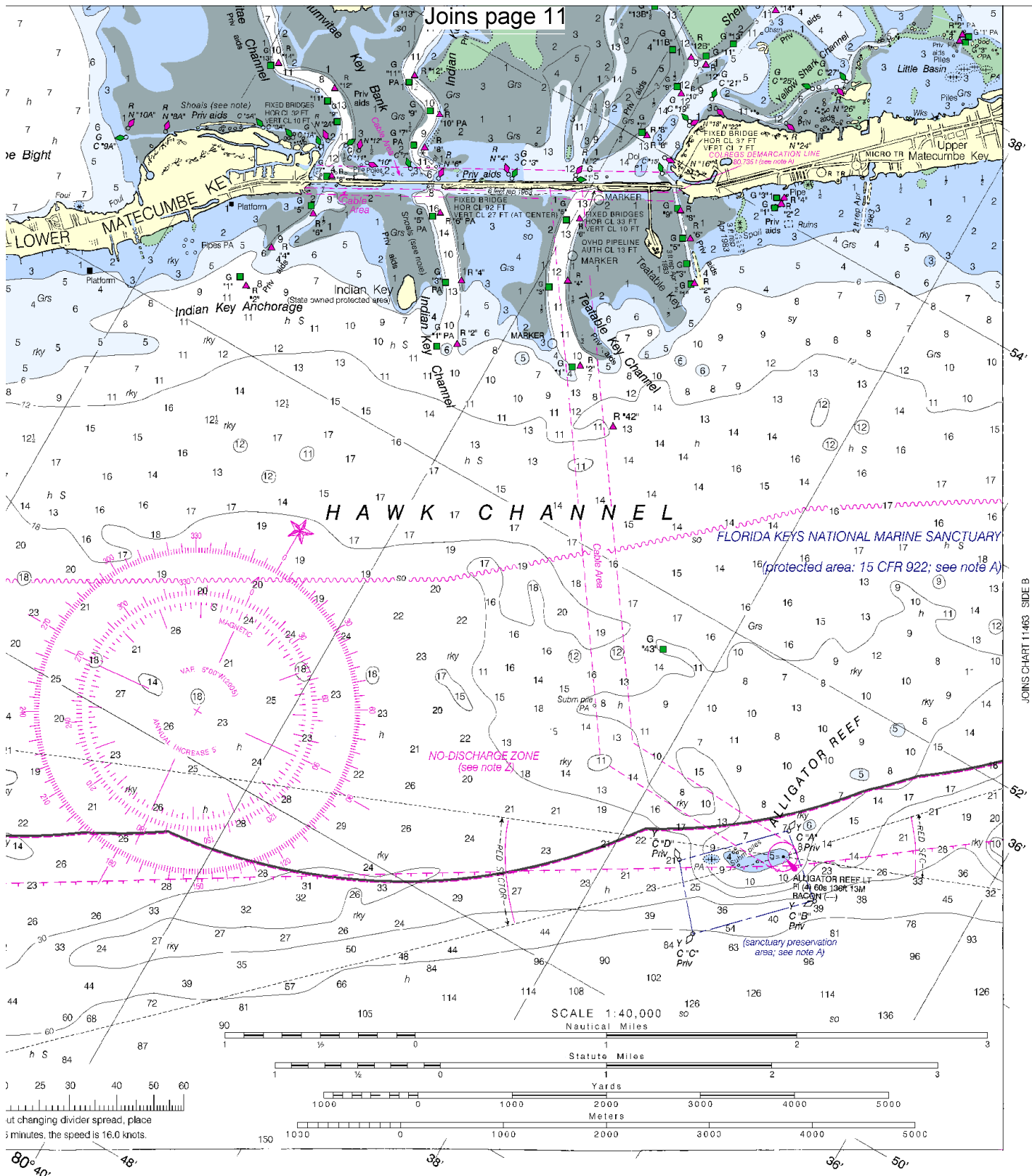
14

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Key West – 305-292-8856

Coast Guard Marathon – 305-743-6388

Marathon Sheriff's Dept. – 305-289-2401

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.